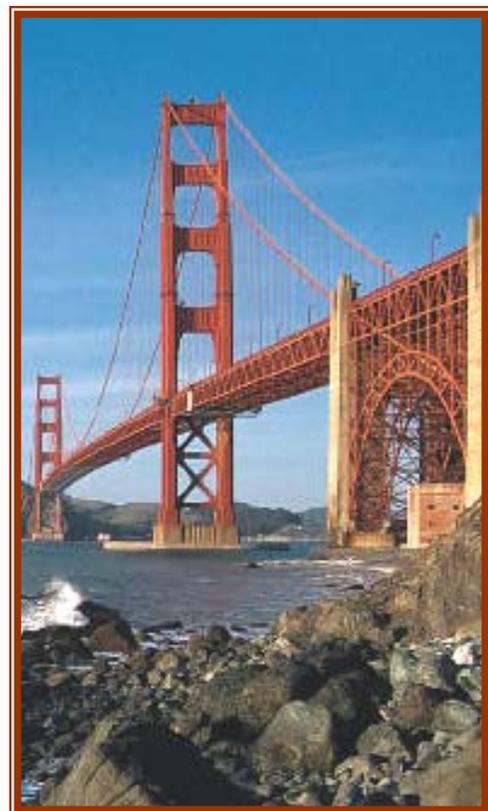


Report to: Committee on Appropriations

**As requested by: House of Representatives Report 106-622
Department of Transportation and Related Agencies Appropriations Bill, 2001**

Annual Summary of Major Projects (FY 2005)



**Prepared by: U.S. Department of Transportation
Federal Highway Administration**

Federal Highway Administration (FHWA)
Major Projects Team
Reports and Assessments for Fiscal Year (FY) 2005

Financial Plan Annual Updates for the following major projects were reviewed for acceptance concurrently with the applicable Division Office.

- I-95/Woodrow Wilson Bridge, VA, MD, and DC
- I-25/I-225, Southeast Corridor (T-Rex), Denver, CO
- Central Artery/Ted Williams Tunnel, Boston, MA
- Miami Intermodal Center, Miami, FL
- Central Texas Turnpike, Austin, TX
- I-10/Katy Freeway, Houston, TX
- I-95/I-395/I-495, Springfield Interchange, Springfield, VA, and
- I-43/I-94/I-794, Marquette Interchange, Milwaukee, WI

Financial Plan Annual Updates for the following major projects were reviewed and not found acceptable. They were returned to the applicable State Departments of Transportation (DOT) for revision.

- I-95/New Haven Harbor Crossing, New Haven, CT, and
- I-80/San Francisco-Oakland Bay Bridge (East Span), San Francisco-Oakland, CA

Worked with the FHWA Finance Division's Fiscal Management Information System (FMIS) Team to amend FMIS by assigning a unique project identifier for all major projects. This will enable improved tracking of federal obligations and expenditures for major projects.

Developed and posted the "Sample List of Major Project Deliverables" on the FHWA Office of Program Administration's web site.

Conducted the fourth annual major project oversight managers meeting, in Round Rock, Texas, with major project oversight managers to discuss oversight issues and best practices across the country.

Initiated a project management certificate program for major project oversight managers.

Staffed a major projects team exhibit booth at the Transportation Research Board's annual meeting in Washington, DC. Displays of existing major projects and the latest guidance for the management of major projects were available.

Awarded a contract for the delivery of the following two training courses for major projects.

- Project Management for Executives, and
- Cost Estimating for Major Projects

Delivered the Cost Estimating for Major Projects training course in Atlanta, Georgia.

Initiated the development of a National Lessons Learned Program that will highlight best practices from all the major projects and share these lessons with existing and upcoming major projects across the country.

Participated as Secretary on the American Association of State Highway and Transportation Officials (AASHTO) Technical Committee on Cost Estimating.

Conducted Vulnerability Assessments that highlighted potential vulnerabilities and proposed mitigation strategies on the following projects.

- I-95/New Haven Harbor Crossing, New Haven, CT
- Central Artery/Ted Williams Tunnel, Boston, MA, and
- Coronado Tunnel Project, Coronado, CA (not a major project)

Participated in a FHWA peer review of the San Francisco - Oakland Bay Bridge East Span major project, as requested by the State of California's Secretary of Transportation. The team reviewed advantages and disadvantages for six alternatives for the main span contract. This was done to provide information to the State so a decision could be made on how to proceed with the project due to the higher than budgeted bid costs.

Conducted an independent project cost estimate validation for the Intercounty Connector major project in Maryland. The review was conducted by a team of FHWA and Maryland State Highway Administration personnel and was facilitated by a consultant.

Participated in a FHWA peer review of the State Route 125 South Toll Road Transportation Infrastructure Finance and Innovation Act (TIFIA) project in San Diego, California. The review team reviewed the progress of the project and prepared a report with findings and recommendations for improvement.

Participated in a joint FHWA/DOT Office of Inspector General meeting on the status of the I-43/I-94/I-794, Marquette Interchange major project in Milwaukee, Wisconsin.

Provided a presentation to the Kentucky/Indiana Ohio River Bridges Project Team on Financial Plan requirements in Louisville, Kentucky.

Provided a presentation at the National State/Federal Financial Management Conference on FHWA major project requirements.

Provided three presentations to the following State Highway Agency (SHA) officials pertaining to lessons learned on major projects.

- American Society of Highway Engineers North Carolina Chapter,
- North Carolina DOT, and
- Colorado DOT.

Conducted five vulnerability assessment workshops for the following SHA officials.

- Minnesota DOT,
- Connecticut DOT,
- Massachusetts Turnpike Authority,
- City of Coronado, and
- Virginia DOT.

Provided a presentation on transportation security at the Transportation Management Center Homeland Security Workshop in Gary, Indiana.

Organized and hosted a major project scanning tour (lessons learned from other major projects) for Oregon and Washington DOTs for the Columbia River Crossing Project – multi-state major project.

FHWA Annual Summary of Major Projects October 2005

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '05	Project Sponsor (State)	Funding Sources	Remarks
Alameda Corridor <i>Project Completed.</i>	Los Angeles, CA	Completed cost= \$2.4 Baseline= \$2.1 4/97	Construction began in April 1997. Project opened for revenue service April 2002.	20-mile express line corridor linking Los Angeles and Long Beach ports with rail network in downtown Los Angeles.	Project completed.	California Department of Transportation and Alameda Corridor Trans. Authority	Project completed.	Project completed on schedule. Completed cost was 14% over baseline (0% growth from June 1999 budget).
SR 210/Foothill Freeway	Los Angeles, CA	As of October 2005 = \$1.1 Baseline= \$1.2 At the beginning of construction in late 1997	Construction began in late 1997. 20 of 28.2 miles opened in November 2002. Final completion expected 2007.	28.2 miles of 8-lane freeway construction, including 2 HOV lanes, from Foothill Boulevard in L.A. Co. to I-215 in San Bernardino Co.	Total project cost remained constant at \$1.1 billion.	California Department of Transportation	Federal funds \$602 million; remainder State and local funding.	Project pre-dates Finance Plan requirements.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '05	Project Sponsor (State)	Funding Sources	Remarks
I-80/San Francisco-Oakland Bay Bridge (East Span)	San Francisco/Oakland, CA	As of October 2005 = \$6 Baseline= \$2.6 Initial Finance Plan 12/01	Construction began in January 2002. Skyway under construction. Completion date is now estimated at 2012.	Replacement of San Francisco-Oakland Bay Bridge East Span.	Total project cost increased from the October 2004 estimate of \$2.985 billion to the current estimate of \$6 billion.	California Department of Transportation	\$237 million in Advance Construction Federal-aid BR/IM funds. To date only State and local funding has been utilized and no Federal funds have been expended. There has been no decision as to whether Federal funds will be used for this project.	The FHWA will conduct an independent estimate validation of all project costs in November 2005. By letter dated October 6, 2005 the California Department of Transportation rescinded their request for the TIFIA loan. Welding studies conducted by the FHWA have found that existing foundation welds met or exceeded contract requirements, providing additional structural capacity, and concluded that an extensive quality control process verified that materials and workmanship met contract standards.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '05	Project Sponsor (State)	Funding Sources	Remarks
I-25/I-225 Southeast Corridor	Denver, CO	As of October 2005 = \$1.75 Baseline= \$1.66 Initial Finance Plan 5/01	Design-build contract awarded June 2001. Completion scheduled for September 2006.	Reconstruction of 18 miles of I-25 and I-225, construction of 19 miles of light-rail transit line with 13 new rail stations.	Total project cost increased from the October 2004 estimate of \$1.724 billion to the current estimate of \$1.752 billion. A total of \$77.8 million has been added for additional work, funded by third parties or project sponsors.	Colorado DOT and Denver Area Regional Transportation District (RTD). Also, local cities, counties, and associations.	FTA New Starts funding \$525 million, FHWA \$397 million in anticipated GARVEE bonds; remainder State and local funding.	Project is considering extra work funded by third parties as long as the schedule and cost of the original work is not affected.
I-95/New Haven Harbor Crossing	New Haven, CT	As of October 2005 = \$1.04 Baseline= \$0.83 Initial Finance Plan 12/00	Under construction. Work is scheduled to be completed by November 2011.	Reconstruction of 7.2 miles of I-95, including a new 10-lane Pearl Harbor Memorial Bridge over New Haven Harbor, and Interchanges 46 through 54.	Total project cost remained at \$1.041 billion.	Connecticut DOT	FHWA/State normal funding. Federal funding estimated to be approx. 88% of total cost.	Connecticut DOT has requested a delay in the submission of the Finance Plan Annual Update until 90 days after the new transportation bill becomes law.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '05	Project Sponsor (State)	Funding Sources	Remarks
Miami Intermodal Center (MIC)	Miami, FL	As of October 2005 = \$1.23 Baseline= \$1.28 Initial Finance Plan 7/99 These costs do not include \$66 million in capitalized interest.	Rental car facility and major roadway construction began June 2003 with funding provided by Florida DOT. Construction contracts for people mover and MIC Central Station (previously called MIC core) will be rebid in Spring 2006. Both projects are scheduled for completion in 2009.	Construction of multi-modal center for Miami International Airport, including rental car garage, intermodal center, people mover, and roadways.	Total project cost decreased from the October 2004 estimate of \$1.25 billion to the current estimate of \$1.23 billion. These costs do not include \$66 million in TIFIA capitalized interest.	Florida DOT, Miami-Dade Aviation Dept. (MDAD). Also, Miami-Dade Expressway, Miami-Dade County, and Tri-County Commuter Rail.	TIFIA loan (+ capitalized interest) \$499 million; Federal-aid \$35 million; MDAD airport capital improvement \$232 million; MDX tolling \$87 million; State Infrastructure Bank loan \$25 million; and other revenues \$22.5 million.	The two TIFIA loans total \$433 million. The Florida DOT TIFIA loan is for \$256.7 million and the Rental Car Facility TIFIA loan is for \$176.4 million.
Tampa Interstate System (I-4/I-275)	Tampa, FL	As of October 2005 = \$1.06 Baseline= \$1.03 Initial Finance Plan 3/03	Construction began on first of four programmed contracts. Fourth contract anticipated to be funded in 2010. Two additional contracts are currently unfunded. Pending availability of funds, completion date is December 2013.	Reconstruction and widening of approximately 13 miles of I-4 and I-275, and construction of the Crosstown Connector to improve operation, capacity, and safety.	Total project cost increased from the October 2004 estimate of \$1.03 billion to the current estimate of \$1.06 billion.	Florida DOT	FHWA/State normal funding (90/10 for Interstate and 80/20 for Congestion Management).	Alternative Financial Plan reporting methodology is being piloted for this project.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '05	Project Sponsor (State)	Funding Sources	Remarks
I-4	Orlando, FL	As of October 2005 = \$2.5 Under Design = \$1.5 Baseline= TBD when Initial Finance Plan is prepared.	15.4-mile section from Kirkman Road to Maitland Boulevard is under design. Construction anticipated to begin in 2008.	Reconstruction of 73 miles of I-4.	Total project cost remained at \$2.5 billion.	Florida DOT, Florida Turnpike Enterprise and Orlando-Orange County Expressway Authority (OOCEA).	FHWA/State normal funding (90/10 for Interstate). \$250 million from the Florida Turnpike Enterprise for connections to existing toll roads.	None.
CREATE (Chicago Region Environmental And Transportation Efficiency) Program of Projects	Chicago, IL	As of October 2005 = \$1.6 Baseline= TBD when Initial Finance Plan is prepared.	Program tentatively scheduled for completion by 2014. Initial construction of projects expected to begin by the end of 2005.	Construction of new railroad (RR) track on new alignment; RR grade separations; RR flyovers; replacement of track; and upgrades.	Total project cost decreased from the October 2004 estimate of \$1.7 billion to the current estimate of \$1.6 billion.	Illinois DOT, Chicago DOT, and Association of American Railroads.	\$212 million from local railroads. A mix of federal discretionary, federal-aid, and State funding is planned for remainder.	The Final Feasibility Plan and Final Preliminary Screening were approved August 8, 2005. Some construction is scheduled to begin in late 2005.
New Mississippi River Bridge	IL/MO (St. Louis, MO)	As of October 2005 = \$1.6 Baseline= TBD when Initial Finance Plan is prepared.	EIS completed March 2001. ROD issued June 2001. Revised ROD for Supplemental EIS scheduled to be issued late 2005. Construction anticipated to begin 2008.	Construction of new bridge crossing the Mississippi River, relocation of I-70, realignment of IL Route 3, and reconstruction of Tri-level interchange.	Total project cost remained at \$1.6 billion.	Illinois DOT (lead) and Missouri DOT	SAFETEA-LU Projects of National and Regional Significance - \$150 million. SAFETEA-LU Transportation Improvements - \$39 million. Federal and State funding.	The FHWA, in consultation with Illinois DOT and Missouri DOT, has decided to reopen the NEPA process to reconsider project scope and funding alternatives.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '05	Project Sponsor (State)	Funding Sources	Remarks
New Ohio River Bridges	KY/IN (Louisville, KY)	As of October 2005 = \$2.5 Baseline= TBD when Initial Finance Plan is prepared.	EIS completed April 2003. ROD issued September 2003. Design began in 2004 and construction will begin in 2007.	Construction of 2 new bridges crossing the Ohio River, and construction of the new Kennedy interchange.	Total project cost remained at \$2.5 billion.	Kentucky Transportation Cabinet (lead) and Indiana DOT	Federal discretionary, federal-aid, and State funding is planned.	None.
Intercounty Connector	Prince George's and Montgomery Counties, MD	As of October 2005 = \$2.1 to \$2.4 Baseline= TBD when Initial Finance Plan is prepared.	ROD to be issued by February 2006. Construction expected to start in Fall 2006.	Construction of an east-west limited access highway between I-270 and I-95.	New major project.	Maryland State Highway Administration and Maryland Transportation Authority	Tentative funding includes GARVEE bonds and Toll Bonds.	On July 11, 2005, the Maryland Governor announced Corridor 1 as the State's preferred alternative.
Central Artery/Ted Williams Tunnel	Boston, MA	As of October 2005 = \$14.625 Baseline= \$13.512 Finance Plan Update 6/00	Construction is 97.4% complete, with substantial completion, as defined in the Finance Plan, expected in late 2005.	Replace existing I-93 viaduct in downtown Boston with 8-10 lane tunnels and new cable-stayed bridge over the Charles River, and construct I-90 extension with 4-lane tunnel to Logan Airport (7.5 miles total).	Total project cost remained constant at \$14.625 billion.	Massachusetts Turnpike Authority	FHWA funds capped at \$8.549 billion; remainder State and local funding.	Sealing of all low level tunnel leaks have been completed. Repairs of all identified construction defects are expected to be completed by the end of December 2005.
I-94/Edsel Ford Freeway	Detroit, MI	As of October 2005 = \$1.2 Baseline= TBD when Initial Finance Plan is prepared.	ROD expected to issued in late 2005. Construction anticipated to begin in 2009.	Reconstruction of 6.7 miles of I-94 from I-96 to Conner Avenue.	Total project cost increased from the October 2004 estimate of \$1.0 billion to the current estimate of \$1.2 billion.	Michigan DOT	TBD. A Finance Plan is expected to be completed in late 2008.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '05	Project Sponsor (State)	Funding Sources	Remarks
Mon/Fayette Expressway	Pittsburgh, PA	As of October 2005 = \$1.9 Baseline= TBD when Initial Finance Plan is prepared.	ROD issued December 2004. Construction is expected to begin 2009.	Construction of 24 miles of new toll road facility from State Route 51 to Pittsburgh (I-376).	Total project cost increased from the October 2004 estimate of \$1.7 billion to the current estimate of \$1.9 billion.	Pennsylvania DOT, and Pennsylvania Turnpike Commission (toll revenue).	Currently all non-federal sources, including toll revenue.	None.
Central Texas Turnpike	Austin, TX	As of October 2005 = \$2.49 (Phase I) Baseline= \$2.94 (Phase I) Initial Finance Plan 9/02 These costs do not include \$718 million in capitalized interest and other financing costs.	ROD's have been completed for all 3 segments. The first phase (SH 130) awarded May 2002 as a Design-Build (EDA) project. First phase completion expected in 2007. The second phase (State Highway 183-A) will be administered as a separate project by the Central Texas Regional Mobility Authority. The third phase is unfunded and not included in this project.	Construction of 120+ miles of toll facilities to ease congestion on 1-35 in Central Texas. This work will be completed in 3 phases.	Total project cost remained constant at \$2.49 billion. This cost does not include \$718 million in capitalized interest and other financing costs.	Texas Turnpike Authority, a Division of Texas DOT. Also, local cities, counties, and associations.	TIFIA loan \$917 million, FHWA \$700 million; remainder State and local funding.	None.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '05	Project Sponsor (State)	Funding Sources	Remarks
I-10/Katy Freeway	Houston, TX	As of October 2005 = \$2.75 Baseline= \$2.49 Adjusted in Finance Plan Update 12/04	Final EIS complete. ROD reissued August 2002. Construction expected to be completed in 2009.	Reconstruction of 38 miles of I-10 from Houston to Katy. Also, reconstruction of 2.6 miles of I-610.	Total project cost increased from the October 2004 estimate of \$2.19 billion to the current estimate of \$2.75 billion.	Texas DOT	FHWA/State normal funding. Federal funding estimated to be approx. 72% of total cost. \$250 million from Harris County.	None.
Trans Texas Corridor	From Oklahoma State Line to Mexico Line in TX	As of October 2005 = \$183 (Very preliminary 50-year forecast)	Tier 1 EIS process is underway. Comprehensive Development Agreement was executed with CINTRA/Zachry on March 11, 2005.	Reconstruction along the I-35 corridor from the Oklahoma State Line to Mexico State Line.	New major project.	Texas DOT	Exclusive Development Agreement with private funding.	Developer will construct some projects with private funds and will operate, maintain and collect tolls under a 50-year contract. Developer will share revenues with the State.
I-15 Corridor <i>Project Completed.</i>	Salt Lake City, UT	Completed cost= \$1.59 Baseline= \$1.36 Initial Finance Plan 7/96	Design-Build contract began 1996. Project completed Summer 2001.	Reconstruction of 17 miles of I-15, with auxiliary and HOV lanes added.	Project completed.	Utah DOT	Project completed.	D-B project completed on schedule. Completed cost was 17% over baseline, but 0% growth from the D-B negotiated price, shortly after the RFP stage.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '05	Project Sponsor (State)	Funding Sources	Remarks
I-95/Woodrow Wilson Bridge	VA/MD/DC	As of October 2005 = \$2.45 Baseline= \$2.44 Initial Finance Plan 9/01	Construction began October 2000. Eastbound bridge completion anticipated May 2006, and Westbound bridge completion anticipated September 2008. Final Telegraph Rd. completion scheduled for 2011. MD 210 completion scheduled for 2012.	Replacement of existing 6-lane bridge with new 12-lane double structure, including auxiliary and HOV lanes. Reconstruction of adjacent interchanges.	Total project cost increased from the October 2004 cost estimate of \$2.43 billion to the current estimate of \$2.45 billion.	Maryland State Highway Administration (lead for bridge and Maryland interchanges), Virginia DOT (lead for Virginia interchanges), and District of Columbia DOT (lead for I-295)	Current ceiling is \$1.631 billion in designated Federal funding from WWB Financing Acts and RABA; remainder State funding.	None.
I-95/I-495 Springfield Interchange	Springfield, VA	As of October 2005 = \$0.67 Baseline= \$0.68 Initial Finance Plan 1/03	Phases I, II, III, IV, and V Complete. Phase VI/VII under construction. VIII-Design 55% complete. On hold until Beltway HOV is designed. Completion date is July 2007.	Reconstruction of I-95/I-495 and I-95/Route 644 interchanges, with separation of local, through, and HOV traffic and direct ramp access.	Total project cost remained at \$0.673 billion.	Virginia DOT	Federal funding = \$637 million. Remainder is State funding.	None.
I-64/Hampton Roads Third Crossing	Hampton Roads Area, VA	As of October 2005 = \$4.43 Baseline= TBD during preparation of Initial Finance Plan.	EIS completed March 2001. ROD issued June 2001.	Construction of 34 miles of tunnel and highway system, connecting I-64 on the north to several NHS routes on the south. This will become the third crossing of Hampton Roads.	Total project cost remained at \$4.43 billion.	Virginia DOT	Funding structure to be included in PPTA future contracts.	Virginia State Transportation Board has requested detailed proposals from 2 private entities.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '05	Project Sponsor (State)	Funding Sources	Remarks
I-43/I-94/I-794 Marquette Interchange	Milwaukee, WI	As of October 2005 = \$0.89 Baseline=\$0.81 Initial Finance Plan 12/03	FONSI issued February 2002. Construction began in April 2004. Completion date is December 2008.	Reconstruction of the Marquette Interchange and approaches in downtown Milwaukee.	Total project cost decreased from the October 2004 estimate of \$1.1 billion to the current estimate of \$0.89 billion.	Wisconsin DOT	Federal funds, State Transportation funds, and State General Obligation Bonds.	None.

Key to Acronyms:

BR/IM=Bridge Rehabilitation/Interstate Maintenance

D-B=Design-Build

DOT=Department of Transportation

EDA=Exclusive Development Agreement

EE=Engineer's Estimate

EIS=Environmental Impact Statement

FONSI=Finding of No Significant Impact

FTA=Federal Transit Administration

GARVEE=Grant Anticipation Revenue Vehicles

GEC=General Engineering Consultant

HOV=High Occupancy Vehicle

NHS=National Highway System

OCIP=Owner Controlled Insurance Program

PLA=Project Labor Agreement

PPTA=Public-Private Transportation Act

ROD=Record of Decision

RABA=Revenue Aligned Budget Authority

RFP= Request for Proposals

TIFIA=Transportation Infrastructure Finance and Innovation Act

TBD=To Be Determined